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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

25X1A

COUNTRY Germany/Rumania/Hungary/Poland/C

oslovakia DATE DISTR.

29 May 1950

SUBJECT Adjustment of Railroad Car Axles to Broad or Standard Gauge

NO. OF PAGES

25X1A

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NO. OF ENCLS.

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DATE OF 1949 - February 1950

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SUPPLEMENT TO

REPORT NO.

1. The following devices are being used for the conversion of freight cars to wide gauge (Soviet) or standard European gauge: 25X1X

The change from one gauge to the other is effected by a change of the wheel sets. This procedure, which requires hoisting the car body, was used by the Germans before Forla er II. For a detailed description of this method and pertinent technical datasetwo previous reports.

The conversion is made by adjusting the wheels to the desired gauge on a special atle, applying hydraulic power. This more modern method, which has been used to some extent since 1948, requires specialty constructed axles and special adjusting devices at border stations. For the pertinent, technical data and drawings see another report technical data and drawings, see another report.

2. Manufacture of convertible car axles, according to the procedure mentioned in para 1b above:

a. Czechoslovakia:

This country, - whether by Loviet order or on its own initiative is not known, - was the first to develop and manufacture, in 1948, the adjustable car axle for the conversion of freight cars to standard gauge or Soviet gauge.

(1) It is known that these axles are being manufactured in two branch plants of the nationalized Tatra Plant, i.e. the Prague-Smichov Flant with a daily output of five conver freight cars, and the koprivnice Tlant, which has a daily output of 15 such cars.

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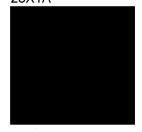
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(2) Freight car adjusting facilities for the conversion of such modern wheel axles are at the Czechoslovakian transloading station of Cerna on the Czechoslovakian-Soviet border.

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b. Hungary:

- (1) So far it is only known that two Czech freight cars fitted with adjustable axles were checked in the Gyoer Railroad Car Factory on the basis of supplied technical drawings. *** It may be assumed that the production of such adjustable car wheels has started in the meantime.
- (2) According to a still unconfirmed report, engineers Andras Mina and Gyoergy Szondy of the Ganz Railroad Car Factory in Budapest designed, in the summer of 1949, a new type freight car with three axles quickly permitting a conversion to broad gauge or European gauge with little effort.
- (3) Two hydraulic adjusting plants are available at the Hungarian railroad station of Eahony on the Soviet border,

c. Ioland and Rumania:

Concerning these two countries it is only known that the older method developed by the Germans, as mentioned in para la above, is in use in Rumania chiefly for the conversion of tank cars. No information is available relative to the use or manufacture of freight cars with adjustable axles or the existence of hydraulic adjusting facilities at transloading points on the Folish-Soviet or Rumanian-Soviet borders. It may be expected that with the spreading of the modern procedure for the conversion of railroad cars to Soviet gauge or European gauge, such adjustable wheel axles and the pertinent adjusting facilities will soon be built and utilized in these countries also.

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d. Soviet Zone of Germany:

- (1) Until now only Ger an type adjustable cars have been observed. They are designed for an exchange of the wheel sets in accordance with the procedure mentioned in para la above. These cars have an "r" added to their type designation (2)
- (2) It is reported that the Maggon Car Factory in Goerlitz (previous designation Wumag) has been producing in quentity, since September 1948, the so-called Goerlitz turntable patented in 1923. These turntables may be used for the attachment of wheel sets having either the standard European gauge of 1435 mm or the wide gauge (Soviet) of 1524 mm. These turntables were first used for the new fast-train ceaches built by the factory as preparation deliveries. A similar report has been received

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on the Railroad Car Factory in Ammendorf, now a Transmash Soviet corporation plant, according to which fast-train coaches equipped with hydraulic devices for a conversion to Soviet gauge are being built. Both the mentioned plants use the older procedure described in para la above.

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(3) The manufacture of undercarriages or wheel sets for the conversion of gauges by an adjustment of the wheels was reported for the Railroad Car Factory in Dessau, also a Transmash. Soviet corporation plant. The adjusting of the wheel axles from European to Soviet gauge is done by hydraulic pressure, the axles being extended in a way similar to a telescope. No details on the rate of production are available. The design of these railroad cars is in accordance with the modern procedure mentioned in para 1b.



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